

# Washington Transportation Plan Update

## *Phase 2 Workshop*

### Safety Part 2 and Transportation Access

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March 16, 2005



# Topics to cover today:

## Review

- Where we ended the discussion in February
- Revised Timeline to complete the WTP

## Modified Legend/Key

## Today we will discuss 2 Issues:

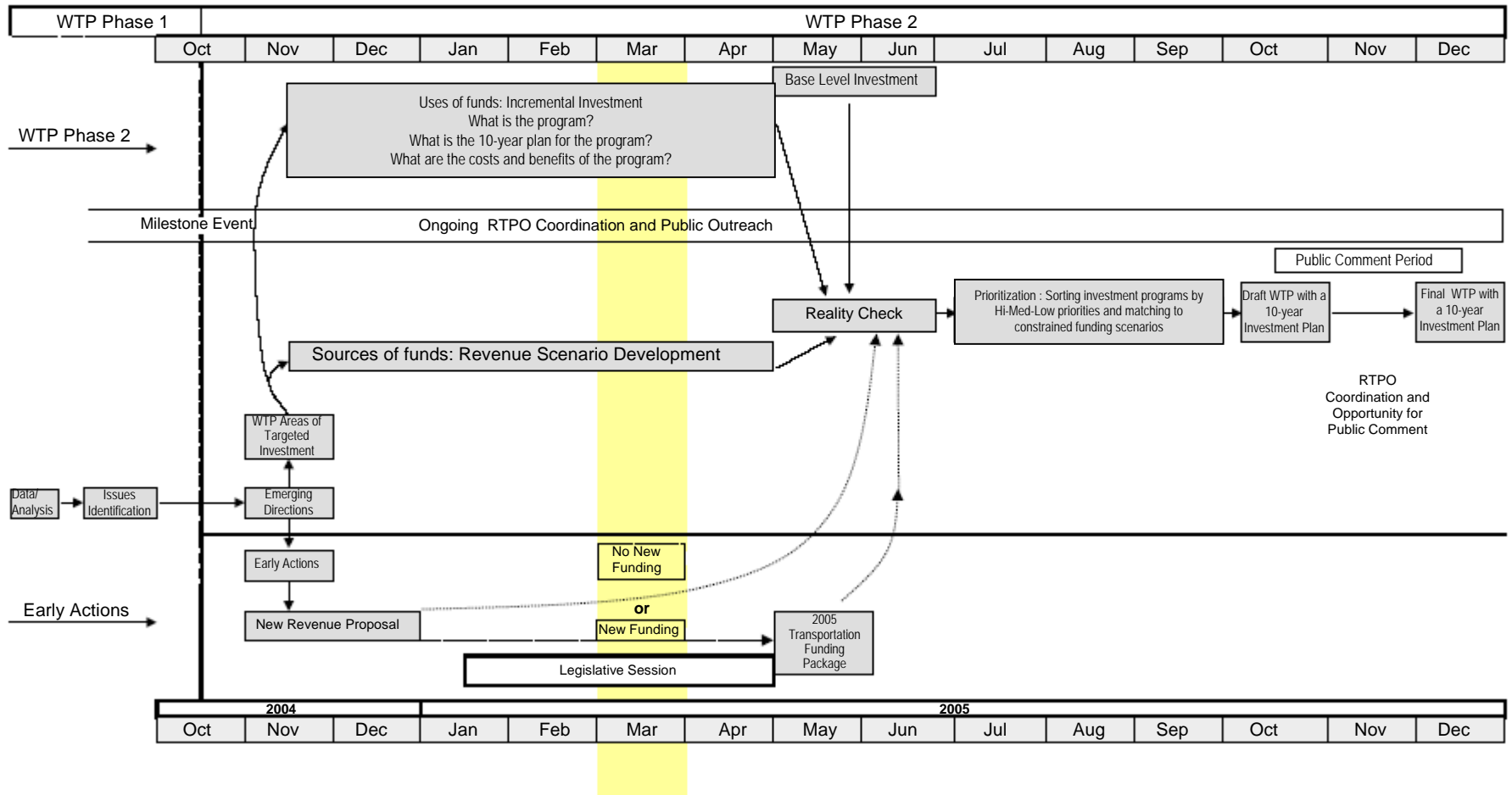
- Safety Part 2
- Transportation Access

## Action requested today:

- Concurrence on the statutory and policy guidance for Safety and Transportation Access
- Concurrence on the “To Do” policy and strategy proposals
- Concurrence on investment proposals to continue into later prioritization stages

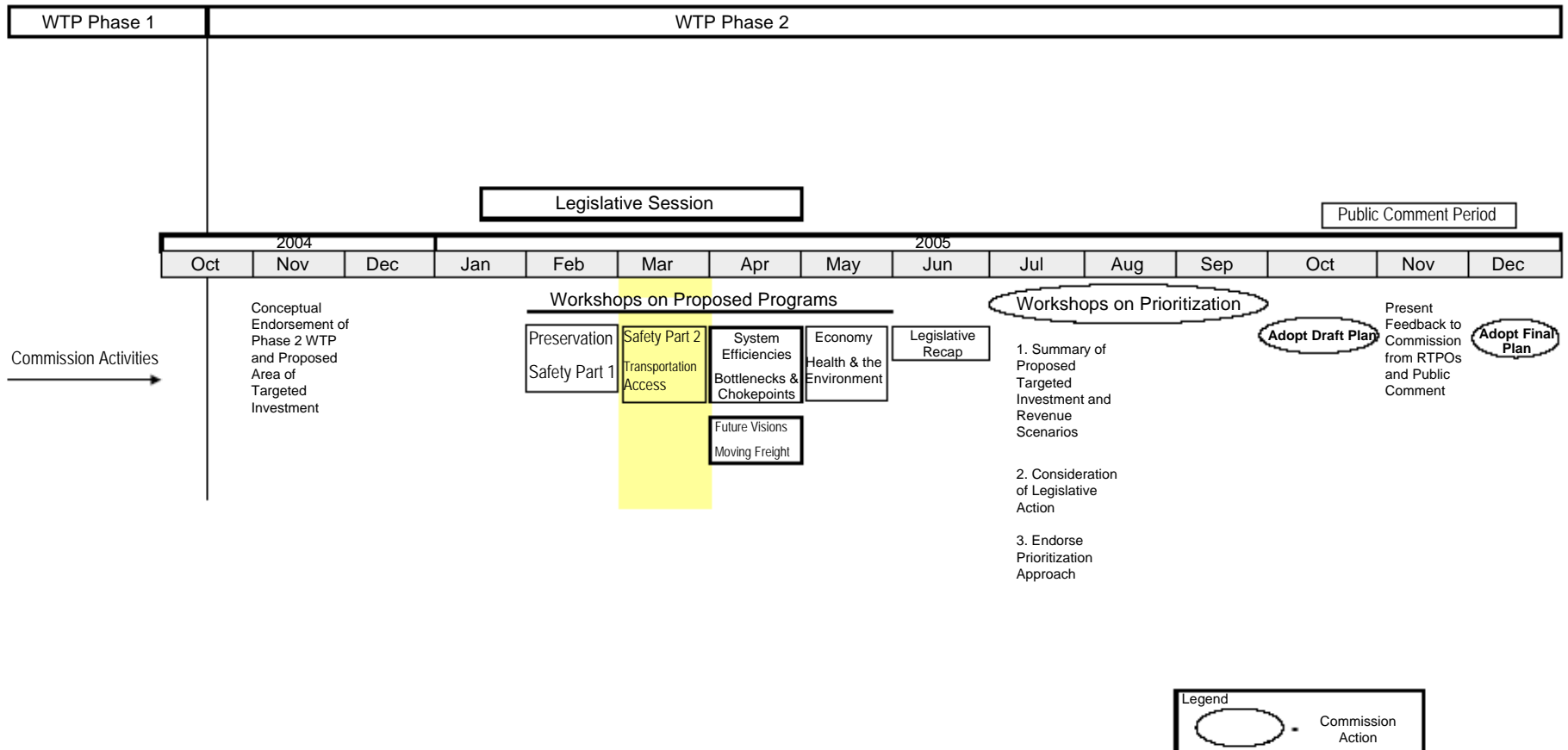
# WTP Phase 2 Work Plan

Washington Transportation Plan Update  
Attachment A1



# WTP Phase 2 Work Plan

Washington Transportation Plan Update  
Attachment A2



## Type of Proposal



Policy



Strategy



Capital



Operating

## Expected Benefits



Preservation



Safety



Transportation Access



System Efficiencies



Future Visions



Bottlenecks & Chokepoints



Moving Freight



Economy



Health & Environment

All or Part Included in  
Jan. 2005 Commission New  
Revenue Recommendation?



All



Part



None

Funded in Current Law Budget 05-07



All



Part



None

# **Safety**

## Safety

Increase safety and security of the transportation system. **(23 CFR 135)**

Each county transportation authority shall submit a Rail Fixed Guideway System Safety and Security Program Plan to the state department of transportation. The plan must conform to the standards adopted by the department. **(RCW 36.57.120)**

Priority programming for improvement program is to consider accident and accident risk reduction. Preservation program to restore existing safety features considering lowest life cycle costs. **(RCW 47.05.051)**

Improving safety. **(RCW 47.01.012)**

The improvement of traveler safety. **(RCW 47.06, 47.05.030, 47.05.035)**

Preservation program to restore existing safety features. Improvement program to improve safety. **(RCW 47.05.030)**

Continuously reduce injuries, fatalities and risk. Increase transportation system safety and security. **(TC)**

Emphasize traveler safety and security as a primary consideration in the planning, designing, constructing, maintaining, and operating of all transportation systems. **(TC)**

Support comprehensive transportation safety programs that target improving operator behavior and vehicle design and condition. **(TC)**

Summarized

Each county transportation authority shall submit a Rail Fixed Guideway System Safety and Security Program Plan to the state department of transportation. The plan must conform to the standards adopted by the department. **(RCW)**

Increase traveler safety and system security. **(CFR, RCW, TC)**

Continue to participate in programs that target improving operator behavior and vehicle design. **(TC)**

Priority programming for improvement program is to consider accident and accident risk reduction. **(RCW)**

Preservation program to restore existing safety features considering lowest life cycle costs. **(RCW)**

	Safety
"To Do" Policy	
"To Do" Strategy	<p>Improved Safety Data and Sharing Strategy (Underway)  <i>What strategy should be used to collect accurate safety data and share it effectively?</i></p> <p>Develop Motorcycle Safety Strategy (Longer Term)  <i>What should be a strategy to provide greater safety to motorcyclists?</i></p>
Proposed Areas of Targeted Investment	<p>Behavioral Programs</p> <p>Highways  Accident Reduction  Accident Risk  Rural 2-lane Safety  Crossover Protection</p> <p>Local Roadway Safety  Rural two-lane Safety  Bicycle and Pedestrian Safety  High Accident Locations and Corridors in Larger Cities</p> <p>Rail Safety  Railroad Trespassing</p> <p>Public Transportation Safety</p> <p>Aviation  General Aviation Airport Safety</p> <p>Security Programs</p>



# **Safety Part 1 Review**

- Developing a Strategy for Improved Safety Data Collection and Sharing
- Developing a Strategy for Reducing Motorcycle Related Injuries and Fatalities
- Implement Operational Practices and Initiatives that Focus on Reducing Overall Fatal and Disabling Injuries with Contributing Factors of Driving Under the Influence, Lack of Seatbelt Use and Aggressive Driving

# Safety

## Highway—Collision Reduction (including rural 2-lane)

### What is the Problem?

Accident history shows that certain locations and sections of highway corridors have a significantly higher than average accident and severity rate than the rest of the corridor or the rest of the highway system. Some locations have accidents involving vehicles and pedestrians.

### Description of Proposal

Continue to reduce number of spot locations and sections of corridors through: improved sight distance, shoulder widening, channelization, signalized intersections, roundabouts, adding right turn lanes, and making improvements within the clear zone. Continue to reduce the number of pedestrian accidents through: cross walks, illumination, improved sight distance, signals, and islands.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Reduction in loss of life and possibly the severity of accidents and societal costs due to reduced medical bills, insurance rates, lost wages, and emergency services. A safer highway system for the movement of people and goods.

#### Type of Proposal

- ☐ Policy
- ☐ Strategy
- ☒ Capital
- ☐ Operating

#### Expected Benefits

- ☐ Preservation
- ☒ Safety
- ☐ Transportation Access
- ☐ System Efficiencies
- ☐ Future Visions
- ☐ Bottlenecks & Chokepoints
- ☐ Moving Freight
- ☐ Economy
- ☐ Health & Environment

All or Part Included in  
Jan. 2005 Commission New  
Revenue Recommendation?

- ☐ All
- ☒ Part
- ☐ None

Funded in Current Law Budget 05-07

- ☐ All
- ☒ Part
- ☐ None



# Safety

## Highway—Collision Risk Reduction

(including rural 2-lane)

### What is the problem?

On some highways, the geometrics, traffic volumes, and other factors indicate a high potential for vehicles to run off the roadway with injury or loss of life to pedestrians in close proximity to vehicles.

### Description of Proposal

Intersection improvements such as left and right turn pockets, signals, roundabouts and removal of at-grade intersections. Bringing interstate features up to current standards and providing passing lanes are also proposed improvements.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Reduction in the potential for loss of life, the severity of accidents, and in societal costs due to reduced medical and automotive insurance rates, lost wages, and emergency services.

#### Type of Proposal

- ☐ Policy
- ☐ Strategy
- ☒ Capital
- ☐ Operating

#### Expected Benefits

- ☐ Preservation
- ☒ Safety
- ☐ Transportation Access
- ☐ System Efficiencies
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- ☐ Health & Environment

All or Part Included in  
Jan. 2005 Commission New  
Revenue Recommendation?

☐ All ☒ Part ☐ None

Funded in Current Law Budget 05-07

☐ All ☒ Part ☐ None



*Improved intersection signalization*

# Safety

## Highway—Crossover Protection

### What is the Problem?

Collision history shows that certain types of accidents (run-off-the-road; crossover centerline or median; fixed object; etc.) occur fairly consistently across the WSDOT highway system. When this type of pattern occurs we sometimes find that the statewide number and severity of these types of accidents can be reduced by a relatively low cost fix.

### Description of Proposal

For crossover accidents, continue on a statewide level to use low cost fixes such as centerline rumble strips to alert drivers and cable median barriers to prevent crossover accidents on multilane highways with a divided median. For run-off-the-road accidents, continue to invest in removal of fixed objects to protect vehicles from sudden stops, upgrade non-standard guardrail including their terminals, infill guardrails, upgrade non-standard bridge rails, and incorporate slope flattening where appropriate to prevent vehicles from rolling over.

### Description of Benefit(s)/Impacts of Implementing the Proposal

These common, relatively low cost solutions share the potential to make the WSDOT highway system safer more quickly and improve the movement of people and goods. Further analysis is underway to develop approaches to prevent and reduce serious accidents with low cost solutions.

Type of Proposal	
<input type="checkbox"/>	Policy
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Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
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<input type="checkbox"/>	Future Visions
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<input type="checkbox"/>	Economy
<input type="checkbox"/>	Health & Environment
All or Part Included in Jan. 2005 Commission New Revenue Recommendation?	
<input type="checkbox"/>	All
<input checked="" type="checkbox"/>	Part
<input type="checkbox"/>	None
Funded in Current Law Budget 05-07	
<input type="checkbox"/>	All
<input checked="" type="checkbox"/>	Part
<input type="checkbox"/>	None



*Rumble strip*



*Cable median barrier*

# Safety

## Local Roads—Rural Two-Lane Roadway Safety

### What is the Problem?

The most serious accidents in counties occur on two-lane rural roads. The challenge of improving safety on these roadways is that while many serious accidents happen, they happen in a very large network of roads (40,000 miles). From 2001-2003, nearly \$4 billion in societal costs were caused by accidents on county roads making this the safety priority for counties.

### Description of Proposal

Establish funding for a grant program to apply low-cost improvements to county rural roads. Examples include centerline rumble strips, shoulder rumble strips, improved pavement markings, improved signing, adding raised pavement markers, and limited guardrail applications.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Providing funds for county-wide low-cost improvements will help reduce accidents overall, even when the accidents are not concentrated in individual locations.

Type of Proposal	
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<input type="checkbox"/>	Operating
Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
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<input type="checkbox"/>	Health & Environment
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<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/> All	<input type="checkbox"/> Part <input checked="" type="checkbox"/> None

# Safety

## Local Roads—Pedestrian and Bicycle Safety Program

### What is the Problem?

In Washington, bicyclist and pedestrian fatalities are 14 percent of all transportation related fatalities. This is disproportionately high considering that walking and biking account for 5 percent of all trips. Most of these fatalities (over 60 percent) in Washington occurred on arterial roads (principal or minor arterials).

Looking broadly at these fatalities, the lack of safe crossings, sidewalks, bicycle touring routes and trails becomes apparent. In almost 50 percent of these fatalities, marked crossings were not available, and 8 percent occurred in locations without sidewalks. For bicycles, the problem is unfinished streets.

### Description of Proposal

Expand the existing Safe Routes to Schools program based on progress information available from the pilot projects currently underway.

Create a Pedestrian and Bicycle Safety Program focused on completing gaps and making intermodal connections with input from local agencies through the RTPOs, the Target Zero Study, and WSDOT's Bicycle and Pedestrian Advisory Committee.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Providing funds for these critical needs will help improve safety for bicycle and pedestrians for the entire state transportation system. Improving the bicycle and pedestrian network provides additional benefits that support healthy and livable communities, and helps stimulate economic development.

Type of Proposal	
<input checked="" type="checkbox"/>	Policy
<input type="checkbox"/>	Strategy
<input type="checkbox"/>	Capital
<input checked="" type="checkbox"/>	Operating
Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
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<input type="checkbox"/>	Bottlenecks & Chokepoints
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<input checked="" type="checkbox"/>	Health & Environment
All or Part Included in Jan. 2005 Commission New Revenue Recommendation?	
<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None

# Safety

## Local Roads—High Accident Locations and Corridors in Larger Cities (HALs and HACs)

### What is the problem?

Currently, there is no specific program addressing accidents on state routes in cities with a population greater than 22,500. As a result, the following critical safety needs are not being addressed across the state:

- 66 HACs with a societal cost of over \$1.3 billion.
- 165 HALs with a societal cost of \$376 million.
- 80 locations with frequent pedestrian accidents with a total societal cost of over \$94 million.

### Description of Proposal

Establish funding for a grant program based on the HALs and HACs found within large cities (that are not addressed by WSDOT), these funds will allow cities to make improvements to these locations within their borders. Improvements to these corridors would include a wide variety of items, including signal retiming, signing improvements, equipment upgrades, adding lanes, and more.

### Description of Benefit(s)

Providing funds for these currently unaddressed state routes will help to significantly improve safety within cities on these major arterials. Improving safety on these routes has an added economic benefit as many of these routes serve downtown business districts and are vital economic corridors for these communities.

Type of Proposal	
<input type="checkbox"/>	Policy
<input type="checkbox"/>	Strategy
<input checked="" type="checkbox"/>	Capital
<input type="checkbox"/>	Operating
Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transportation Access
<input checked="" type="checkbox"/>	System Efficiencies
<input type="checkbox"/>	Future Visions
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<input checked="" type="checkbox"/>	Economy
<input type="checkbox"/>	Health & Environment
All or Part Included in Jan. 2005 Commission New Revenue Recommendation?	
<input type="checkbox"/>	All <input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/>	All <input type="checkbox"/> Part <input checked="" type="checkbox"/> None



# Safety

## Rail Safety—Railroad Trespassing

### What is the Problem?

As the state's population grows, the need to maintain and improve public safety near railroad tracks will grow. Many people are unaware of or ignore the hazards that exist near rail lines, which can lead to accidents, injuries, and fatalities. More people in recent years have been killed while trespassing on Washington's rail lines than in collisions at grade crossings. While 18 deaths are down from 20 in 1991, the numbers are not showing a significant downward trend and are still too high.

### Description of Proposal

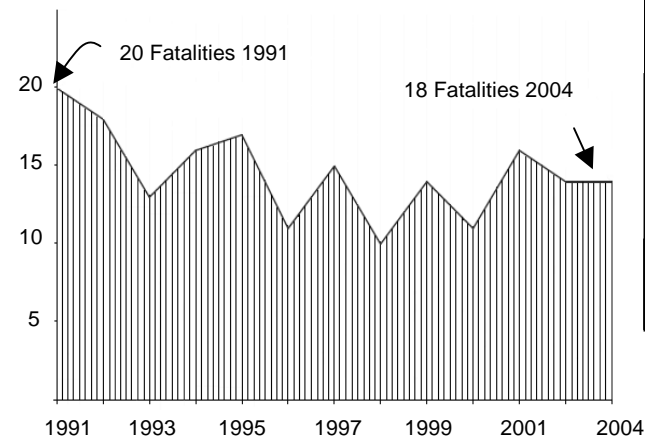
To address the high number of trespassing deaths, Operation Lifesaver is focusing on these areas: Engineering, Education, and Enforcement. Engineering focuses on what can physically be done to prevent trespassing, such as fencing. Education efforts focus on the impacts and consequences of trespassing on active rail lines. Recently, more enforcement has been used, especially on the BNSF right of way between Tacoma and Everett, to discourage the use of railroad right-of-way as a trail to the beach or a path for jogging or walking the dog.

- Continue the activities of Operation Lifesaver and target areas with demonstrated safety conflicts.
- Support increased enforcement of rail safety laws.
- Support new laws that promote rail safety.
- Increase funding levels for physical improvements such as new pedestrian crossings, crossing closures, safety devices at crossings, and fencing along rail corridors.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Reduce fatalities through awareness, facility improvements, enforcement, and coordination with locals.

Fatalities Related to Trespassing  
on Washington Railroad Properties



Source: Washington Utilities and Trade Commission;  
Railroad Safety Division

#### Type of Proposal

- ☐ Policy
- ☒ Strategy
- ☒ Capital
- ☐ Operating

#### Expected Benefits

- ☐ Preservation
- ☒ Safety
- ☐ Transportation Access
- ☐ System Efficiencies
- ☐ Future Visions
- ☐ Bottlenecks & Chokepoints
- ☐ Moving Freight
- ☐ Economy
- ☐ Health & Environment

All or Part Included in  
Jan. 2005 Commission New  
Revenue Recommendation?

- ☐ All
- ☒ Part
- ☐ None

Funded in Current Law Budget 05-07

- ☐ All
- ☒ Part
- ☐ None



# Safety

## General Aviation Airport Safety

### What is the Problem?

Adverse weather, mountainous terrain, and obstructions affect pilots and aircraft operations in the Northwest endangering pilots and people on the ground during take-off and landings. Compounding the problem, most airports lack property or easements that could prevent unsafe conditions.

### Description of Proposal

Institute an all-weather airport access program to include the installation of airport weather reporting equipment, development of instrument approaches, installation of navigation aids, and data communication systems. Also initiate a safety and obstruction trial program between the state, Federal Aviation Administration, airports, and local jurisdictions to preserve runway protection areas and address obstructions at runway ends.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Increasing safety and accessibility to the state's aviation system has far reaching benefits to the overall transportation system and to economies of many communities throughout the state.



*Integrated weather surveillance system*

Type of Proposal	
<input type="checkbox"/>	Policy
<input type="checkbox"/>	Strategy
<input checked="" type="checkbox"/>	Capital
<input type="checkbox"/>	Operating

Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
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<input checked="" type="checkbox"/>	System Efficiencies
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<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None

Funded in Current Law Budget 05-07	
<input type="checkbox"/> All	<input type="checkbox"/> Part <input checked="" type="checkbox"/> None

# Safety

## Highway Security Programs

### What is the Problem?

Transportation systems may be the primary or secondary target of a terrorist act or the method of delivery of a terrorist attack. Our surface transportation system's size, accessibility, and its importance to emergency response, defense, the economy, and our quality of life make it vulnerable.

### Description of Proposal

Implement recommendations of the Washington State Department of Transportation Asset Vulnerability Assessment Phase 1 which identified the top 20 most vulnerable assets. Perform and implement Phase II of the assessment (top 100) to mitigate additionally identified exposure.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Reducing our exposure to terrorist acts will help us maintain a safe and secure functioning surface transportation system.

Type of Proposal
<input type="checkbox"/> Policy
<input type="checkbox"/> Strategy
<input checked="" type="checkbox"/> Capital
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Expected Benefits
<input type="checkbox"/> Preservation
<input checked="" type="checkbox"/> Safety
<input type="checkbox"/> Transportation Access
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Funded in Current Law Budget 05-07
<input type="checkbox"/> All <input type="checkbox"/> Part <input checked="" type="checkbox"/> None

# Safety

## Ferries Security Program

### What is the Problem?

- After 9/11 the country experienced a changed perception of national vulnerability.
- Washington State Ferries (WSF) was identified a very high risk of a “maritime transportation security incident.”
- WSF is required to comply with regulatory mandates contained in the:
  - International Ship and Port Facility Security Code (ISPS)
  - Maritime Transportation Security Act – 33 CFR Parts 101-106

Maritime  
Security  
Regulation



### Description of Proposal

WSF's response to new security requirements involved obtaining U.S. Coast Guard approval of a Security Program. Implementation of the plan includes:

- Continue developing an organizational structure to handle security matters.
- Establishing designated public access areas.
- Informing the public of security requirements and information through use of signs.
- Integrating security policies, procedures and practices into the existing Safety Management System.
- Continue implementing a vehicle security screening regiment in concert with the Washington State Patrol.

### Description of Benefit(s)/Impacts of Implementing the Proposal

- Increases the security of ferry passengers and employees
- Satisfies regulatory requirements that must be met for WSF to continue operations
- Integrates with and strengthens WSF's existing Safety Management System
- Provides a balanced, cost effective approach to security enhancement, while minimizing operational impacts on ferry service
- Relies on alternative financing (federal grants) to minimize the fiscal burden on state resources

Type of Proposal	
<input type="checkbox"/>	Policy
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Expected Benefits	
<input type="checkbox"/>	Preservation
<input checked="" type="checkbox"/>	Safety
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<input type="checkbox"/>	All <input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/>	All <input checked="" type="checkbox"/> Part <input type="checkbox"/> None

# **Transportation Access**

## Transportation Access

Increase access and mobility options for people. **(23 CFR 135 and 49 CFR)**

Support public transit, special needs transportation, and ridesharing programs with federal funds. **(RCW 47.04.170)**

The department can enter into agreements with federal agencies for public and rail transportation purposes. **(RCW 47.04.170)**

Transportation system provides all citizens access to basic services. **(TC)**

Increase travel options beyond privately operated vehicles. **(TC)**

The statewide transportation system offers easy connections between different services. **(TC)**

Recognize that the primary mode of travel for Washington citizens will continue to be the private automobile, but provide citizens with mobility choices which include at a minimum some forms of public transportation. **(TC)**

Provide mobility for people with special needs. **(TC)**

Promote regional coordination of state, local, and private transportation planning and activities. **(TC)**

Involve transportation stakeholders and the general public early and continuously in all aspects of transportation planning and development. **(TC)**

Summarized

Increase access and options for basic transportation services for people including providing mobility for those with special needs. **(CFR, RCW, TC)**

Promote regional coordination of state, local, and private transportation planning. **(RCW, TC)**

Improve and integrate all modes for easy connection between services. **(RCW, TC)**

Involve transportation stakeholders and the public early and continuously in all aspects of transportation planning and development. **(CFR, RCW, TC)**



# Transportation Access

## State Role in Providing Intercity Transportation and Basic Access to Transportation

### What is the Problem?

There is a need for transportation service that connects communities. The state has a role in providing basic access and intercity transportation. Policy is needed to provide direction on what level of transportation service should be provided.

### Description of Proposal

- With WSDOT as the lead, develop a policy in partnership with the Northwest Motor Coach Association, Community Transportation Association of the Northwest, Washington State Transit Association, local Agency Council on Coordinated Transportation coalitions, Amtrak, and the Utilities & Transportation Commission. WSDOT will work in partnership with these customers to implement the policy and program.
- Proceed with an Intercity Bus Plan which will identify needs. Fill gaps in access with intercity service grants and take advantage of available federal funds.
- Implement the Trip Planner internet tool to improve access to transportation services.

### Description of Benefit(s)/Impacts of Implementing the Proposal

Development of an intercity transportation policy will define the role of the state in providing intercity transportation. The program would provide for basic connectivity between communities, from rural areas to urban service centers, and would reduce rural isolation.

Type of Proposal	
<input checked="" type="checkbox"/>	Policy
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<input type="checkbox"/>	Capital
<input checked="" type="checkbox"/>	Operating
Expected Benefits	
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<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None

# Transportation Access

## Increasing Need for Demand Response Service

### What is the Problem?

Significant revenue is spent on federally required transportation for persons with disabilities who cannot access fixed route service. Increasing costs in service and a growing elderly population will continue to drive expenses for demand response service at a faster rate than other transit service. Transit agencies are spending more of their operating budgets on demand response service.

### Description of Proposal

- Continue to provide operating funds directly to transit systems for demand response services
- Continue to provide capital and operating grants to community transportation providers for special needs transportation
- Continue to take advantage of available federal funds for transit and community transportation providers
- Implement the Trip Planner internet tool to improve access to transportation services
- Improve pedestrian access to transit stops to increase accessibility of fixed route transit

### Description of Benefit(s)/Impacts of Implementing the Proposal

Supports service to meet requirements of federal law and reduce the impact of escalating costs of service within existing service areas. The program helps reduce isolation and allows seniors and persons with disabilities to remain independent.

Type of Proposal	
<input checked="" type="checkbox"/>	Policy
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Funded in Current Law Budget 05-07	
<input type="checkbox"/> All	<input checked="" type="checkbox"/> Part <input type="checkbox"/> None



# Transportation Access

## Agency Council on Coordinated Transportation (ACCT) Support

### What is the Problem?

With the numerous state agencies providing transportation funding, there is a continuing need to coordinate project development and funding of transportation for persons who because of age, disability, or income do not have adequate access to transportation for medical, social, educational, or employment services and opportunities.

### Description of Proposal

Increase funding to strengthen local coalitions and integrate local plans into regional and member agency plans and programs.

Increase special needs transportation services by:

- Funding for demonstration projects to test coordination strategies.
- Providing technical assistance, project development support, and planning services to local communities to ensure effective use of rural mobility and special needs funding.
- Increasing low income employment transportation through federal Job Access and Reverse Commute (JARC) grants and technical assistance for local projects.
- By leading development of Trip Planner, an online tool for increasing access to public transportation services.

### Description of Benefit(s)/Impacts of Implementing the Proposal

There will be more trips with the same resources. Other benefits include: 1) reduction in rural isolation, 2) basic access, 3) reduction of duplication of services, 4) trip planning, 5) ADA service, 6) improved service for elderly persons, 7) innovative transportation services, and 8) measurement of progress towards meeting performance goals.

Type of Proposal	
<input type="checkbox"/>	Policy
<input type="checkbox"/>	Strategy
<input checked="" type="checkbox"/>	Capital
<input checked="" type="checkbox"/>	Operating
Expected Benefits	
<input type="checkbox"/>	Preservation
<input type="checkbox"/>	Safety
<input checked="" type="checkbox"/>	Transportation Access
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All or Part Included in Jan. 2005 Commission New Revenue Recommendation?	
<input type="checkbox"/>	All <input checked="" type="checkbox"/> Part <input type="checkbox"/> None
Funded in Current Law Budget 05-07	
<input type="checkbox"/>	All <input checked="" type="checkbox"/> Part <input type="checkbox"/> None

# Transportation Access

## Complete Trip Planner (Internet Service)

### What is the Problem?

Public transportation schedule and route information is maintained and published independently by providers. There is a need to publish this information in a single location to support travel throughout the state and between states.

### Description of Proposal

This is a statewide project to manage and share public transportation schedule, service, and connection information ranging from Amtrak and intercity bus to rural demand response services and taxis. The purpose of the project is to make public transportation information more accessible and increase the number of trips provided. This project is being developed in cooperation with the Oregon Department of Transportation and could include other states in the future.

### Description of Benefit(s)/Impacts of Implementing the Proposal

The Trip Planner will reduce duplication of services and make trip planning more efficient. This information will be available through the 511 telephone system and other service locations.

The screenshot shows the Washington State Department of Transportation website. At the top, there is a navigation bar with links for News, Search, Contact WSDOT, and WSDOT Home. Below this is a menu with categories: TRAFFIC & ROADS, PROJECTS, BUSINESS, ENVIRONMENTAL, and MAPS & DATA. The main heading is 'FIND A TRANSPORTATION PROVIDER'. On the left, there is a 'TRAVEL OPTIONS' sidebar with links: Travel Options Home, Find Travel Options, Find a Transportation Provider (highlighted), Find Routes & Schedules, and Find a Stop. The main content area has a sub-heading 'Start your search by selecting one of the tabs below.' and three tabs: Address, City/County, and Provider Name. The 'Address' tab is selected. Below the tabs, there is a text input field for 'Address' and a 'State' dropdown menu. Below the address field, there are input fields for 'City' and 'Zip Code (Optional)'. Below these, there is a section labeled 'OR' with a 'Place Name' dropdown menu. At the bottom of the form is a green 'FIND' button.

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#### Type of Proposal

- ☐ Policy
- ☐ Strategy
- ☐ Capital
- ☒ Operating

#### Expected Benefits

- ☐ Preservation
- ☐ Safety
- ☒ Transportation Access
- ☐ System Efficiencies
- ☐ Future Visions
- ☐ Bottlenecks & Chokepoints
- ☐ Moving Freight
- ☐ Economy
- ☐ Health & Environment

All or Part Included in  
Jan. 2005 Commission New  
Revenue Recommendation?

- ☐ All
- ☒ Part
- ☐ None

Funded in Current Law Budget 05-07

- ☐ All
- ☒ Part
- ☐ None

# April WTP Commission Workshops

The next four slides provide a summary of the policies that guide transportation investments that relate to efficiency of the statewide system, the demand-capacity challenge, moving freight, and future visions.

There will be two time segments at the April Commission meeting devoted to discussing the WTP.

The first day discussion topics are:

- System Efficiencies
- Bottlenecks and Chokepoints

The second day discussion topics are:

- Future Visions
- Moving Freight

We will spend approximately four hours each day covering the proposed policies, strategies, and targeted areas of investment in a similar fashion as we have done today.

If you have questions about these issue areas please notify Jennifer Ziegler, and staff will work to incorporate your needs prior to developing the presentation for these sessions in April.

## System Efficiencies

Support US, state, and metro area economic vitality global competitiveness, productivity, and efficiency **(23 CFR 135)**

Support public transit, special needs transportation, and ridesharing programs with federal funds. **(RCW 47.04.170)**

Enhance transportation system integration and connectivity across and between modes statewide for people **(23 CFR 135)**

Reduce state urban highway congestion and average delay to be no worse than national mean. Per capita vehicle miles traveled shall be maintained at 2000 level. Non-auto share of commuter trips shall be increased in urban areas. **(RCW 47.01.012)**

Continuity and systematic development of the highway transportation network. **(RCW 47.05.051)**

Improve and integrate all modes to create a seamless transportation system. **(RCW 47.06)**

Encourage innovation in reducing SOV commute trips by competitively distributing performance grants. **(RCW 70.94.996)**

### **Commission:**

Corridors to operate with minimal delay and continual reduction in societal, environmental and economic costs.

The transportation system operates effectively, efficiently, and predictably.

Consider, and implement where appropriate, operational changes that improve efficiency before expanding the existing transportation system.

Incorporate long-term operations needs in capital investment decisions.

Aggressively pursue access management to protect operations of existing and future systems.

Promote modal connections to provide seamless travel to the customer.

Support economic vitality, global competitiveness, productivity, and efficiency by enhancing transportation system integration and connectivity across and between modes statewide.

**(CFR)**

Systematically improve and integrate all modes to create a seamless transportation system.

**(RCW)**

Improve and integrate all modes for easy connection between services. **(RCW, TC)**

Encourage innovation in reducing SOV commute trips by competitively distributing performance grants.

**(RCW)**

Continually reduce societal, environmental, and economic costs while operating the transportation system effectively, efficiently and predictably. Consider and implement operational improvements before system expansion.

**(TC)**

Summarized

## Bottlenecks & Chokepoints

"The legislature intends that funding for transportation mobility improvements be allocated to the worst traffic chokepoints in the state. Furthermore, the legislature intends to fund projects that provide systemic relief throughout a transportation corridor, rather than spot improvements that fail to improve overall mobility within a corridor." **(RCW 47.05)**

Relieve Congestion. Provide mobility for people and goods. **(RCW 47.05.010)**

It is the intent of the legislature that investment of state transportation funds to address deficiencies on the state highway system be based on a policy of priority programming having as its basis the rational selection of projects and services according to factual need and an evaluation of life cycle costs and benefits that are systematically scheduled to carry out defined objectives within available revenue. **(RCW 47.05.010)**

Improvement program to address congestion and increase mobility. (RCW 47.05.030)

Priority programming for the improvement program must be based primarily upon or consider congestion, delay, accidents, the cost effective movement of people and goods. (RCW 47.05.051)

Commission:

Promote land use management, telecommunications and other innovative technologies as viable mobility options to reduce the impact of congestion on all system users.

Support limited strategic expansion to accommodate growth and reduce congestion when possible.

Use cost-benefit methodologies as key determinants in selecting mobility projects.

Develop good connections across interstate and international borders.

Summarized

Mobility improvements to be allocated based on a policy of priority programming according to life cycle costs and benefits to the worst traffic chokepoints in the state and for projects that provide systemic relief throughout a transportation corridor, rather than spot improvements that fail to improve overall mobility within a corridor. **(RCW)**

Promote land use management, telecommunications and other innovative technologies to accommodate growth and reduce congestion. Develop good connections across interstate and international borders. **(TC)**

## Future Visions

### Commission:

Promote the use of advanced technologies to improve system efficiency and service.

Support regions in adopting different and regionally appropriate mobility strategies.

Recognize that there will be congestion on the system and the ability to control congestion by expansion of the system is limited due to funding and other considerations. Promote land use management, telecommunications and other innovative technologies as viable mobility options to reduce the impact of congestion on all system users. Support limited strategic expansion to accommodate growth and reduce congestion when possible.

Use cost-benefit methodologies as key determinants in selecting mobility projects.

Take advantage of available, cost effective technologies to improve processes and systems

Summarized

Support the regions in taking advantage and promoting the use of cost effective advanced technologies to improve processes, system efficiencies and mobility strategies.

Promote land use management, telecommunications and other innovative technologies as viable mobility options to reduce the impact of congestion on all system users.

Support limited strategic expansion to accommodate growth and reduce congestion when possible.

**(TC)**

## Freight

### **23 CFR 135:**

Increase access and mobility options for freight.

### **23 CFR 135:**

Enhance transportation system integration and connectivity across and between modes statewide for freight

### **RCW 47.05.051:**

The Commission shall identify projects that yield freight mobility benefits or alleviate the impacts of freight mobility upon affected communities.

### **RCW 47.06:**

Relieve congestion and efficiently move freight and goods.

### **RCW 47.06A:**

Freight mobility strategic investment board created to designate strategic freight corridors and prioritize projects that meet criteria.

### **RCW 47.76.200:**

Better planning, cooperation and financial assistance is necessary to maintain and improve the freight rail system.

### **Commission:**

Freight movement is reliable and transportation investments support Washington's strategic trade advantage.

Support investments in freight transportation services and infrastructure that maintain Washington's competitive geographic advantage for world and domestic trade, and contribute to the economic productivity of the state.

Promote regional coordination of state, local, and private transportation planning and activities. **(TC)**

To the degree possible, streamline laws and regulations impacting freight transportation to allow ease of compliance and coordinated administration among jurisdictions.

Summarized

Identify projects that: increase freight access and mobility options; enhance transportation system efficiency, reliability, and integration; relieve congestion; and help to maintain Washington's competitive geographic advantage and economic productivity.

**(CFR, RCW, TC)**

Streamline laws and regulations impacting freight transportation to allow ease of compliance and coordinated administration among jurisdictions.

**(TC)**